

HISTORIC...

BOSTON

ILLUSTRATED

THE HISTORY OF
BOSTON FROM 1630 TO 1880
BY JAMES H. BROWN

F73.3
B81

**H. & J. PFAFF
BREWING COMPANY,
LAGER BEER
BREWERS,**

16 ARCH ST.,

BOSTON.

JACOB PFAFF, President.

CHARLES PFAFF, Treasurer.

Historic Boston.

ILLUSTRATED.

With Descriptions of Historical Places in Boston and
Suburbs, and the ways of reaching them.

PUBLISHED BY THE
Boston Post Office Clerks' Mutual Benefit Association,
For Distribution at their National Convention,
SEPTEMBER, 1894.

F73.3

B21

PREFACE.

On making our bow to the Public, we wish first to thank the National Association for selecting Boston as the place of the Fifth Annual Convention.

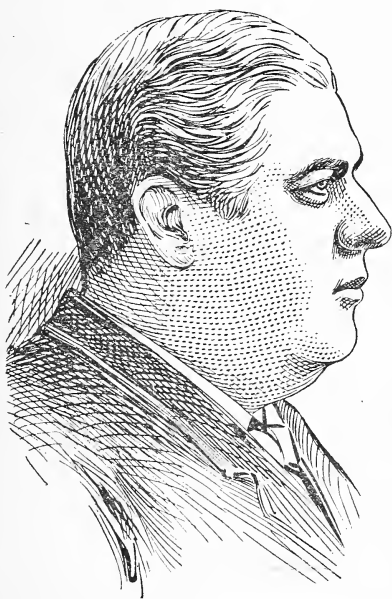
We fully appreciate the kindness and good will of the public of Boston towards the Boston Post Office Clerks' Association, in their efforts to obtain better service by seeking to be placed on the same footing as other Government Clerks; by justly asking for a stated, higher average salary, thereby encouraging a good class of young men to enter the service and inducing those that are in to remain. There will be delegates from all the representative Post Offices throughout the United States, and it devolves upon the Local Association of our City to entertain their brethren in a manner that shall be a credit to our office and the City of Boston.

The citizens of other cities, at former Conventions of our Association, have been very generous in their liberal contributions and by placing advertisements in our journals, and every merchant seemed to take it for granted that he was a part of the Association and the Post Office of his city.

Boston and her business men have been most generous towards the Clerks' Association.

We shall do our utmost to make the delegates remember the hospitalities of Boston.

168439



POSTMASTER-GENERAL BISSELL.

LEOPOLD MORSE & CO.,

Washington, Corner Brattle Street, BOSTON.

UNIFORM DEPARTMENT.

PRICE LIST.

We are now prepared to fill orders for Letter Carriers' Winter Uniforms, made from heavy-weight Middlesex Cloth, which is the best fabric for the purpose produced in the country.

SUIT, - - - - - \$14.00.

SEPARATE GARMENTS.

Coat, - - - - - \$8.00.

Pant, - - - - - 5.00.

Vest, - - - - - 1.50.

We also furnish Special Delivery Uniforms, from sky-blue cloth, according to Regulation. Coat Unlined, \$6.00; Lined, \$6.50; Pant, \$4.50.

We also carry Letter Carriers' Regulation Hats or Caps, with Wreath and Number, at \$1.50 each.

The letter from Hon. Frank H. Jones, First Assistant Postmaster-General (copy of which we reprint below), gives Carriers the privilege of placing their orders with us, and as our price is **95 CENTS LESS** than the government contract on Winter Suits, we hope to receive your orders.

LEOPOLD MORSE & CO.

[COPY.]

POST OFFICE DEPARTMENT.

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL, }
WASHINGTON, D. C., April 9, 1894. }

MESSRS. LEOPOLD MORSE & CO.

Gentlemen:—Replying to yours of the 5th instant, you are informed that the recent circular of the Postmaster-General relating to the contract with Messrs. Oehm & Co. and Messrs. Fechlheimer Bros. Co., for furnishing Letter Carriers' Suits, was made in the desire that there should be a similarity as to quality, texture and color in the Carriers' Suits throughout the whole country.

The said circular did not, however, abrogate Section 613, P. L. & R., nor did it deprive Carriers of their choice as to where they should hereafter purchase their uniforms.

Very respectfully,

FRANK H. JONES,

First Assistant Postmaster-General.



POSTMASTER COVENEY.

J. W. COVENEY was appointed postmaster of Boston in 1893, to succeed Hon. Thomas N. Hart, resigned.

He was born in Cambridge.

He enlisted in the 28th Massachusetts volunteers, and served through the war. At the battle of Spottsylvania, on May 18th, 1864, he was severely wounded in the left arm and shoulder.

In 1865 he was appointed store-keeper in the Boston Custom House, and also served as clerk and inspector, resigning from there in 1874.

For several consecutive years he was elected to the Cambridge City Council, and in 1874 he was chosen a member of the State Legislature, and again chosen for 1875, 1876. In 1884 he was again elected to that body, and served his party with distinction.

For several years he was secretary of the Democratic State Committee.

When President Cleveland was first elected, he was made surveyor of the Port of Boston, and served from 1886 to 1890.

When Governor Russell assumed control at the State House, he was called to the position of private secretary. Soon afterwards he was appointed chairman of the Gas Commission, which position he resigned to accept the position of chairman of the Executive Committee of the Democratic State Committee, and on the re-election of President Cleveland he was appointed postmaster.

H. J. JAQUITH, Prest,

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Cor. CONGRESS and WATER STREETS,
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CAPITAL,	-	-	-	-	-	-	-	-	\$500,000.00
SURPLUS,	-	-	-	-	-	-	-	-	56,000.00

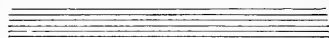
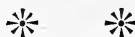
Dividends paid as a State Bank,	.	.	.	\$1,009,500.00
Dividends paid as a National Bank.	.	.	.	795,000.00
Total Dividends paid,	.	.	.	\$1,804,500.00

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Bills of Exchange drawn on England, Ireland and the Continent. Telegraphic transfers of money made on Pacific Coast Cities. INVESTMENT SECURITIES. Certificates of Deposit issued bearing interest and payable on demand.

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SUMMER,

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BOSTON AND ITS SUBURBS

Are so rich in the monuments of an historic past, and in points of interest to the pilgrim from afar, that the Boston postal clerks, desirous that their visiting brethren attending the convention, may make the best use of their brief time in the "Athens of America," have prepared this little manual of the city and its environs, as a guide to the chief points of interest, and as a souvenir of their visit.

BIRTHPLACE OF BENJAMIN FRANKLIN.

With the Post Office as a centre from which all tours of pilgrimage are to start, just at hand on Milk street, between Hawley and Washington streets, will be found the site of the building in which Benjamin Franklin first saw the light. The modest dwelling that was the home of the Franklin family has long since vanished, and a large mercantile structure known as the Franklin Building now occupies the spot, a bust of the patriot-philosopher and an inscription adorning the entablature over the second story. The parents of Benjamin Franklin sleep in the old Granary burying ground on Tremont street, the grave marked by a granite obelisk. A brother of Benjamin was one of Boston's early postmasters.

THE OLD SOUTH CHURCH.

Directly opposite Franklin's birth-place is this venerated edifice, so closely identified with Boston's earliest history and with the struggle which resulted in the independence of the Republic. Here Samuel Adams and Dr. Joseph Warren appealed to the patriotism of the people to repel English tyranny, and it was after attending a meeting here that Warren crossed over to Charlestown to become a martyr to his country's cause, a few hours later, at the battle of Bunker Hill. During the investment of the city by Washington's army, the English forces, cooped up in Boston, turned the Old South into a riding academy and stable, thus desecrating the sacred edifice. For sometime after the great Boston fire in 1872, the Old South was used as a post office.

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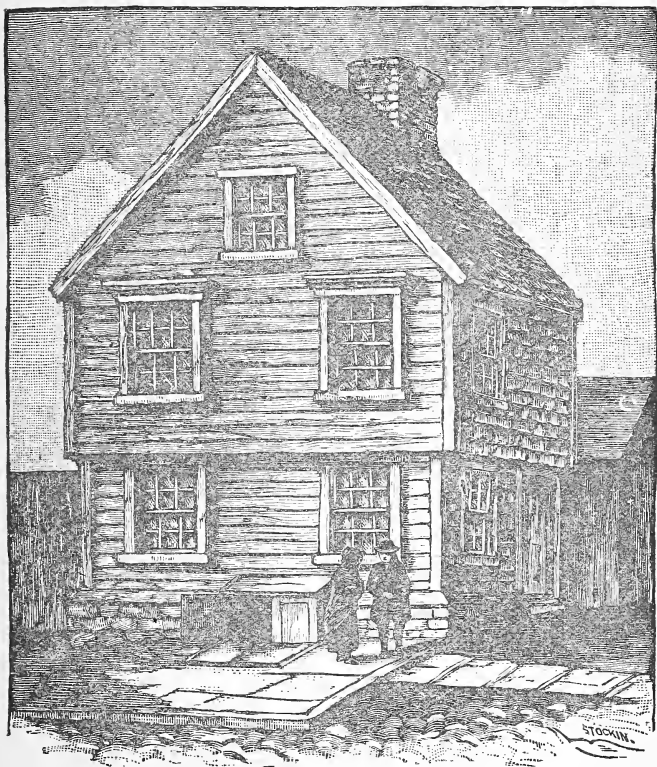
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Silks, Velvets, Colored Dress Goods, Black Dress Goods, Ladies' Garments, Children's Garments, Linens, Cottons, Millinery, Men's Furnishing Goods, Hosiery, Handkerchiefs, Gloves, Linings, Laces, Cotton Underwear, Prints, Boys' Clothing, Ribbons, Boots and Shoes, Books, Corsets, Flannels, and Blankets, Furs, Jewelry, Shawls, Woolens, Linings, Small Wares, Carpets, Rugs, Upholstery Goods, Furniture, China, Glassware, Lamps, Kitchen Goods, Etc.

Our Prices the LOWEST in Boston.

R. H. White & Co.

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FINE * WATCHES.

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ALVAH SKINNER & SON,

NO. 6 WINTER STREET,

ONE FLIGHT,

CORNER WASHINGTON.

OLD STATE HOUSE.

Passing from the Post Office through Devonshire to State street (the King street of Colonial days), the visitor is brought directly to the Old State House, and right into the little square memorable as the scene of the Boston Massacre in 1770, the torch that was to light the fire of Revolution and make reconciliation with England on any other basis than total separation an impossibility. The graves of the victims of the English soldiery are in the Granary burying ground, and a monument to their memory occupies a conspicuous place near the Tremont street mall on Boston Common. The Old State House was the government building of later colonial days, and the State building on the organization of the State government and until the erection of the present State House on Beacon Hill. The old building looks about as it did in the hey-day of its importance, for within a few years it has been restored. Its surroundings have changed and its old-time duties have passed from its custody, but the venerable structure remains as a monument of a glorious past.

FANEUIL HALL.

Leaving the Old State House, crossing State street, and continuing on through Devonshire street, the visitor is ushered into Adams Square with its statue of the indomitable Revolutionary patriot, Samuel Adams; thence turning to the right down through Dock Square, he comes to Faneuil Hall, "the Cradle of Liberty," one of Boston's most venerated historic treasures, its great place of popular assemblage. Outside of its historic associations, the hall is of interest to the visitor from the portraits adorning its venerable walls. Here also is Healy's great painting, "Webster Replying to Hayne."

OLD NORTH CHURCH.

Leaving Faneuil Hall and passing through Union to Marshall street, is found an old landmark in the Old Boston Stone. Thence passing down Hanover street to Salem street, and along the latter, the Old North Church, with its spire almost the counterpart of that of the Old South, is reached. From its tower was displayed the signal that sent Paul Revere on his historic ride, to warn the yeomanry of Lexington and Concord of the coming of the British on that eventful April 19, 1775. On Salem street is also to be seen the building that was the dwelling of Paul Revere.

Hotel Brunswick



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BARNES & DUNKLEE,

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The . . .

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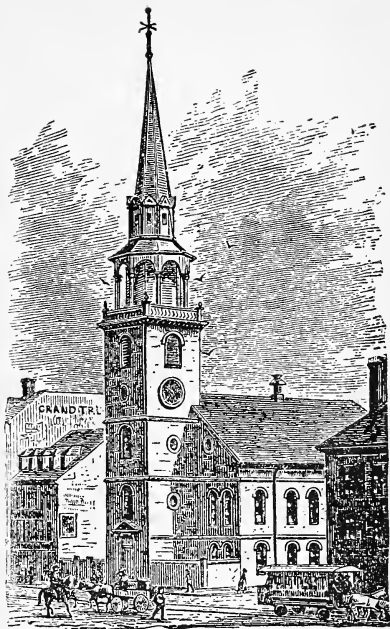


Back Bay Boulevard,
Commonwealth
Avenue,
BOSTON.

* * * C. H. GREENLEAF & CO. * * *

COPP'S HILL.

It is only a few minutes' walk from the Old North Church to the brow of Copp's Hill, where lies the old cemetery, the resting place of many famous in Boston's colonial days. Here is the grave of the Rev. Cotton Mather, one of the most celebrated of Boston's early divines, as well as one of the most learned men of his time, and yet one who was not above being influenced by the prevalent witchcraft craze, since he had his servant flogged for bewitching his children. It was from the brow of this hill that the English viewed with consternation, in the gray of the morning of June 17, 1775, the redoubt which had been thrown up by the patriots during the night, on Breed's Hill, Charlestown, and opened their batteries upon it, while it was at the base of this hill and under cover of these batteries, that their forces embarked on the morning of the battle. An excellent view is here obtained of the historic battlefield with its towering commemorative shaft, a visit to which will be paid later.



OLD SOUTH CHURCH.

SCENE OF BOSTON'S TEA PARTY.

Returning to the Post Office and starting out anew, the visitor will want to see the scene of Boston's big tea party, when the water of the harbor was used for steeping the beverage. Not very far down Pearl street a tablet will tell him where stood the old wharf. With the growth of the city the harbor line has been extended out far beyond its old time boundaries, and the site of the old wharf is now a good distance inland. Fort Hill, one of the three eminences that gave to Boston the name of Trimountain, has disappeared and its gravel used in reclaiming the new territory wrested from the harbor.

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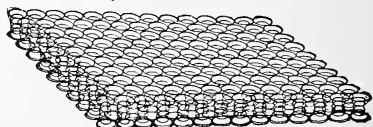
G. E. ARMSTRONG.
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Do You Sleep Peacefully ?

BEING A POSTAL CLERK.

Those people who think that working for the government means simply sitting around and waiting for pay-day are prodigiously in error. Being a postal clerk, for instance, means a hard day's work every 24 hours; — and a hard day's work calls for a good night's rest. Try

The Pilgrim Spring Bed,



It's just the bed for the man who works, — it is so easy and restful. There are eight solid hours of sleep in it for every night in the year. And the price — that's restful too.

But here's a pointer — the imitations of the **Pilgrim** — avoid them, they'll surely disappoint you.

Pilgrim Spring Bed o
No. 501
REGISTERED TRADE MARK.

Shown at 72 Portland St.

SOLD EVERYWHERE.

Every Genuine **Pilgrim** has this
Brass Tag.

ATLAS TACK CO., Boston and New York.

BOSTON CUSTOM HOUSE.

While on this trip, a visit may be made to the Custom House, by retracing the way on Pearl street to Milk, and then down the latter to its foot. The massive structure with its spreading dome will be easily found.

CITY HALL AND KING'S CHAPEL.

There is little to be seen in the vicinity of the Custom House but the bustle of commercial activity, save the view down the harbor from one of the wharves; but the harbor and its interesting sights will be treated of later on. Returning to the Post Office and passing up Milk street to Washington street, thence turning to the right, a step or two brings the visitor to School street. On the corner of School and Washington streets is the Old Corner Bookstore, occupying one of Boston's oldest buildings. This old bookstore is rich in its literary associations. Here Longfellow, Lowell, Whittier, Hawthorne, Emerson and Motley, were frequent visitors during their lives, and here Holmes, bearing lightly the burden of his eighty-five years, may occasionally be seen. A short distance up School street is the City Hall, a beautiful piece of architecture, the grounds in front of which contain statues of Benjamin Franklin and Josiah Quincy, the latter one of Boston's most distinguished mayors. Farther along and occupying the corner of School and Tremont streets, is the venerable King's Chapel, one of the oldest and most celebrated of Boston's religious edifices, and adjoining which is one of the oldest cemeteries in Boston. Here lie the remains of John Winthrop, the first governor of the Massachusetts Bay Colony, and of many other colonial dignitaries. Bronze tablets on the gates give the names of the chief personages who have here found a place of rest. A statue of Governor Winthrop will be found in Scollay Square, one block distant.

GRANARY BURYING GROUND.

On the opposite side of Tremont street, and one block further south is the Granary Burying Ground, the resting place of many Boston holds in veneration. It is not so old as that under the shadow of King's Chapel, being appropriated to its present sacred uses sometime during the last century. Here sleep, as has been stated the remains of the parents of Benjamin Franklin, and of the victims of the Boston massacre. Here, also, rest the remains of John Phillips, Boston's first mayor, father of the late Wendell Phillips; and Peter Faneuil, whose name is perpetuated by the hall that was his gift to the city, and is one of its dearest possessions.

Shopping by Mail

is easy, economical and convenient. Saves time, money and temper. No matter

Where you live,

a trial order will carry conviction of its many advantages. If you want to dress in the

Latest Fashion,

Send for a copy of our New Catalogue of Dry Goods. It will be sent by mail *free*, and is full of such goods as you want. It will be a great help to you in selecting. Samples sent free.

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133 to 137 Federal Street, Boston, Mass.

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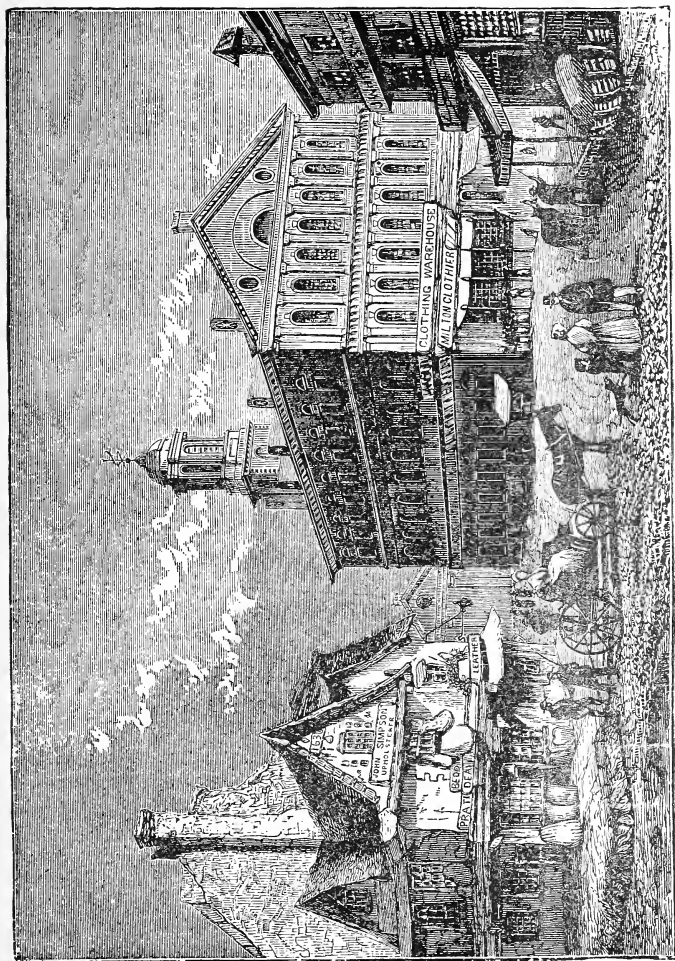
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WHOLESALE PAPER.

PAPER OF EVERY DESCRIPTION

For Stationers, Printers, Lithographers, Publishers, Mills, Etc.

246 Devonshire Street, Boston.



FANEUIL HALL. (Old Picture.)

WEST END

Street Railway Co.

Of the many attractive routes traversed by the electric cars of this Company, the following are perhaps the most pleasing and delightful:

From Somerville, Charlestown, Tremont House or Union Station to Franklin Park.

From Franklin St. (Boston) or Union Station to Milton.

From Franklin St. (Boston) to Neponset.

From Tremont House to Oak Sq., Brighton.

From Tremont House or Union Station to Forest Hills.

From Tremont House or Union Station to Jamaica Plain.

From Tremont House to Reservoir via. Boulevard or Brookline Village.

From Scollay Sq. to Woodlawn Cemetery.

From Scollay Sq. to Medford, or Malden and Middlesex Fells.

From Scollay Sq., Union Station, Harvard Sq., North Ave. or Mt. Auburn to Marine Park, South Boston.

From Bowdoin Sq. to Newton.

From Bowdoin Sq. to Arlington Heights.

From Lennox St. to Davis Sq., W. Somerville.

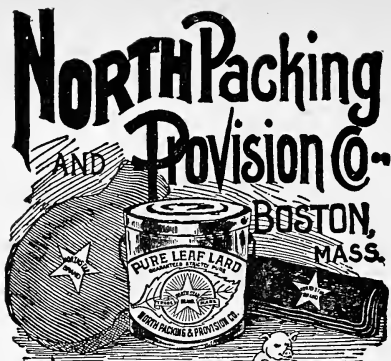
C. S. SERGEANT, GENERAL MANAGER.

BOSTON COMMON.

Passing Park Street Church which bounds the southerly side of the Granary Burying Ground and crossing Park street, Boston Common lies before the visitor, a spot dear to the heart of the Bostonian. This is one of the oldest public grounds on this continent and is closely interwoven with the history of the city. Almost from the foundation of Boston it has been the playground of the young people, the resort of the adults, and the scene of the occasional field day of the militia. Here the early dwellers pastured their cattle; here when intolerance ran rampant Quakers were harshly disciplined, and here the Boston boys stoutly protested to General Gage, during the Revolution, against the interference of the soldiery in their boyish pastimes. From the Park street gate a walk leads almost directly to the historic Frog Pond, and to the hill crowned by the Soldiers' Monument, one of the most exquisite examples of the sculptor's art in all America. Just before reaching the base of this hill, the visitor reaches the little enclosure in which stood the famous Liberty Tree, until it was destroyed in the September gale of 1869. That tree was a large, fullgrown one at the settlement of Boston, and an object of interest to all visitors. A young tree now occupies the enclosure. On the Tremont street mall toward Boylston street, is as has been said, the Crispus Attucks Monument, commemorating the victims of the Boston massacre, and on the southerly side of the Common, bordering the Boylston street mall is another old cemetery. Many English soldiers were buried in what is now Boylston street near the cemetery, and not long since their remains were encountered in excavating the street. The westerly side of the playground holds the great playground so valued by the Boston boy, while towering beyond the northerly end is the State House with its gilded dome.

THE STATE HOUSE.

Occupying the most sightly spot in all Boston and within ten minutes' walk of the Post Office is the State House, a beautiful structure, the outlines of which are familiar to all who have ever seen an illustration of the city. The growth of the State has demanded much more room for the accommodation of its vast public business, hence the spacious addition to the rear of the executive building and which thus secures the preservation of the old and classic structure, which for so many years has been the pride of the state. In the grounds fronting the State House are statues of Daniel Webster and Horace Mann.

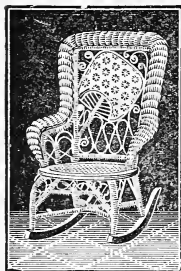


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MEDAL AND DIPLOMAS
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**FOR PURE LEAF LARD. HAMS. BACON.
DRY, SALTED AND PICKLED MEATS.
BARREL PORK. PURE LARD. SAUSAGES.**

FOR SOMETHING EXTRA CHOICE

**TRY
THEIR NORTH STAR BRAND
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**CHAIRS,
PARLOR
SUITS,
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**EVERYTHING to Furnish
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LOWEST PRICES.

A. McArthur & Co.

16 to 26 Cornhill.

**MRS. ATKINSON'S
COFFEE HOUSE,**

**239 Washington St.,
BOSTON.**

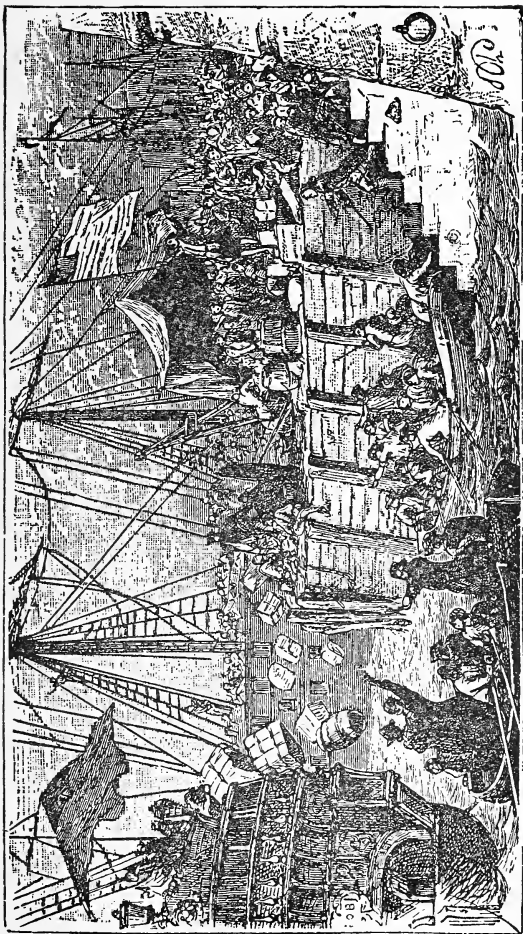
OPEN ALL NIGHT.

ESTABLISHED 1860.

**BURDITT & WILLIAMS,
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**Tools, Cutlery and General Hardware.
No. 20 Dock Square, - Boston.**

C. A. BURDITT. J. WILLIAMS. J. A. MUNROE.



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3d " " HARRY HODNOTT, St. Louis, Mo.
Secretary, WILBUR E. CRUMBACKER, Chicago, Ill.
Treasurer, J. T. A. LEWIS, Washington, D. C.

OBJECTS OF THE ASSOCIATION.

The objects of this Association are to unite fraternally all Post Office Clerks in the United States for their mutual benefit and to improve their condition by securing a just recognition of their rights as government employes, by legislation or such other methods as may be decided upon by the National Association.

Officers of Boston Association for 1894.

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JAMES T. DONAHUE,	JOHN W. McGRATH.

HISTORICAL SKETCH OF THE BOSTON POST OFFICE.

The first Postmaster of Boston was Richard Fairbanks, appointed by the General Court in 1639. How long he served or when he died is not known, for not until 1677 do we hear anything more of the Post Office, when John Hayward was appointed. He served until 1685, and was succeeded by Edward Randolph, who, in 1689, gave way to Richard Wilkins.

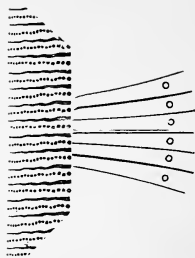
In 1694, John Campbell, a Scotchman, was appointed and served till 1710, dying in office. He was succeeded by William Brooker until 1719 or 1720, when Philip Musgrave was appointed. About 1726 Thomas Lewis took the office, but in 1727 Henry Marshall succeeded him.

John Boydell took the office in 1732 and held it two years, when Ellis Huske was Postmaster. How long he served is not clear, but in 1754 James Franklin, the brother of the philosopher, was Postmaster and published the first list of unclaimed letters. In 1767 Tuthill Hubbard was Postmaster, and in 1771 was still in office. During the exciting times preceding the Revolution the Post Office disappeared from notice. In 1787 Jonathan Hastings is given as Postmaster, and was succeeded in 1808 by Aaron Hill, who served until 1829. Then Nathaniel Greene took command until 1841, and was followed by George W. Gordon, serving two years, when Greene was re-appointed, serving until 1849. William Hayden was appointed in 1849 and remained one year, when Gordon was re-appointed. In 1853 Edwin C. Bailey, succeeded to the office, and in 1857 Nahum Capen was Postmaster until 1861, when John G. Palfrey came in, holding office till 1867, when William L. Burt was appointed. In 1876 Edward S. Tobey succeeded Mr. Burt, and served until 1886, when he, in turn, was succeeded by General John M. Corse.

Thomas N. Hart took control in 1891. On July 1, 1893, the present Postmaster, J. W. Coveney, entered upon his duties.

Since Colonel Coveney assumed control of the office, he has made many improvements in the service and office, and has had the carrier and clerical forces largely increased, thereby insuring the public a better and quicker service.

The Annual Meeting



— OF THE —

POST OFFICE DELEGATES

OF THE UNITED STATES,

Was Held September, 1894,

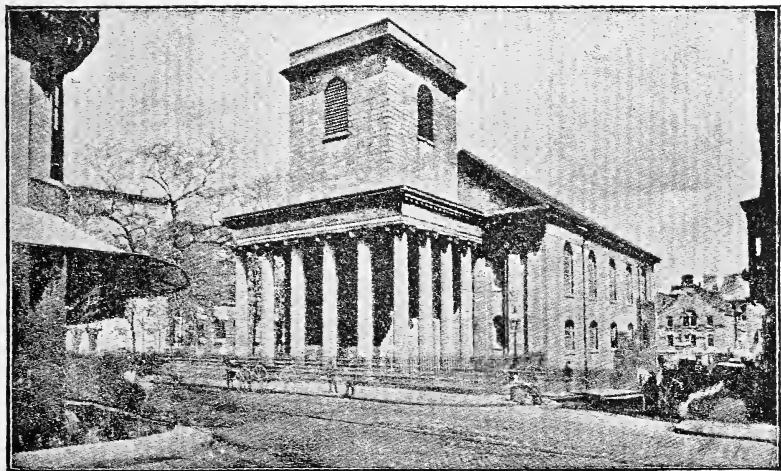
— AT —

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BOSTON,

HANOVER STREET, - - NEAR ADAMS SQUARE,

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PUBLIC GARDEN.

Leaving the State House and passing down Beacon street and across Charles street, the Boston Public Garden confronts the visitor with its wealth of floriculture, its beautifully laid out walks and arbors, and its unity of Nature and Art in its beauteous embellishment. In the centre is its gracefully laid-out pond crossed by an artistic bridge, a reduced copy of the Pont de Neuf (or new bridge) which at Paris spans the River Seine. On the Beacon street side is the statue of Edward Everett; on the Arlington street, facing Commonwealth Avenue, is Ball's famous equestrian statue of Washington, and on the Boylston street side, a statue of Charles Sumner. Possibly no garden in the country has such a collection of trees and shrubs, choice specimens from all quarters of the globe finding a place here, while its wealth of floral beauty is beyond the power of pen to describe.

THE BACK BAY.

Leaving the Public Garden and passing down Boylston street, the visitor finds himself in the Back Bay, the Belgravia of Boston, which gets its name, Back Bay, from the fact that it is all reclaimed land, once a basin in which rolled the waters of the Charles River. The name clings, notwithstanding the change that time has wrought. Here are the dwellings of Boston's social and business magnates, and here, too, are many points of interest to the visitor. Trinity Church with its red tiled dome, and the Art Museum are met on the left, while on the right are passed the buildings of the Massachusetts Institute of Technology, and fronting Copley Square is seen the new Public Library. Two blocks to the right is Commonwealth Avenue, the most beautiful boulevard in Boston, with a statue of Alexander Hamilton at its eastern end, and one of Lief Ericsson at its western end, close to the entrance to the Back Bay Fens. The latter will in time be one of the most beautiful of Boston's parks and is today, even in its comparative incompleteness, a most attractive spot. Returning from the Fens a car may be taken at the corner of Commonwealth and Massachusetts avenues for Harvard Square, Cambridge, via the new Harvard Bridge, where is located Harvard College with its Memorial Hall, Agassiz and Peabody museums. Only a short walk from here is the Old Elm on North Avenue under which Washington formally took command of the American army, the old Cragie mansion on Brattle street which was the headquarters of Washington and later was, until his death, the home of the poet Longfellow; "Elmwood,"

Programme.

MONDAY, SEPT. 10.

A. M.

Delegates meet according to call at American House.

Address of Welcome by POSTMASTER COVENEY.

P. M.

Harbor Trip and Fish Dinner at Nahant.

TUESDAY, SEPT. 11.

A. M.

Session of Delegates.

P. M.

Session of Delegates.

EVENING.

Attend Theatre as Guests of Boston Association.

WEDNESDAY, SEPT. 12.

A. M.

Visit Keith's New Theatre, at 11 A. M.

P. M.

Carriage Rides to Boston's Parks and Suburbs.

THURSDAY, SEPT. 13.

A. M.

Session of Delegates.

P. M.

Visit to Islands and Institutions in Boston Harbor.

EVENING.

Grand Banquet Tendered to Visiting Delegates at
American House.



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Hotel Victoria.

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the home of the late James Russell Lowell; and Mount Auburn, the fairest city of the dead in all New England. Here sleep the distinguished sons and daughters who have so richly honored their country, the poets Dana, Longfellow and Lowell; Charlotte Cushman, the greatest tragedienne of her time; Charles Sumner, the champion of Civil Rights; Edwin Booth, America's greatest actor; and many others, representing every field of distinguished effort, statesmanship, the judiciary, literature, the pulpit, the college and the stage. The Cambridge trip may also be made independent of that to the Back Bay. Either the car that runs from Bay View, South Boston, to Harvard Square and the route of which lies through Post Office Square may be taken; or cars at the Tremont House or Scollay's Square.

BUNKER HILL.

At Post Office square the car may be taken for Charlestown, and if it is a Main street car, the visitor should leave it at Monument avenue; in fact any Charlestown car passes the base of the hill. After the car crosses the bridge and enters City Square the visitor is close to the spot from which Paul Revere started on his eventful ride, for where is now about the centre of the square, he sprang into the saddle as the signal was hung out in the Old North Church. The grounds about the monument have tablets marking where stood the redoubts; but the march of building operations has appropriated the spot where Warren gave up his devoted life. A stone, however, indicates to the visitor the point down the hill-side where the patriot died, while a statue of Colonel Prescott, who commanded the Americans, stands a few feet from the towering shaft. Bunker Hill, which gave its name to the battle, though not the one on which it was fought, is seen to the west, the Catholic Church of St. Francis de Sales occupying its summit. To the latter hill the Americans retreated in good order after their defeat at Breed's Hill, and under the shadow of the night escaped across Charlestown Neck, occupying Prospect Hill in what is now Somerville. Reminders of the siege of Boston, in the remains of the intrenchments which were thrown up from the Charles River to the Mystic, may still be seen in Cambridge and Somerville. Fort Hill in Roxbury, the battery on which prevented the English retreating over Boston Neck, and The Heights in South Boston, then known as Dorchester Heights, which also were a menace to the English in that direction, are interesting points to the visitor. Fort Hill may be reached by Norfolk House car on Washington street and transfer car to Fort Hill avenue on Centre street. Any South Boston car will bring the visitor close to The Heights.

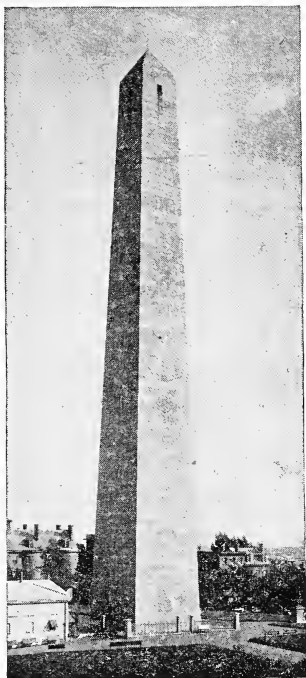


Good Feet Well Shod.

Post Office Clerks and Mail Carriers are on their feet many hours daily. They must have good feet well shod. They need to wear well-built, strong, easy, flexible shoes—shoes that wear well, are neat and do not hurt the feet. They need

Goodyear Welt Shoes.

All dealers have them, but some sell imitations. Ask for genuine Goodyear Welts, and take no other.



BUNKER HILL MONUMENT.

NAVY YARD AND OTHER POINTS.

While visiting Bunker Hill Monument is the time to take in the Navy Yard which is just at the base of the hill, and is one of the best equipped yards in the country.

From here a car may be taken at the gate for Chelsea, where is located the Marine Hospital and Soldiers' Home, and the return be made via Chelsea Ferry, affording a brief but pleasant sail and a view of the Navy Yard from the water side.

A trip may be made to Crescent beach before returning from Chelsea; by electric car from Scollay Square, or by Boston, Revere Beach and Lynn Railroad from station, Atlantic Avenue, foot of Broad street.

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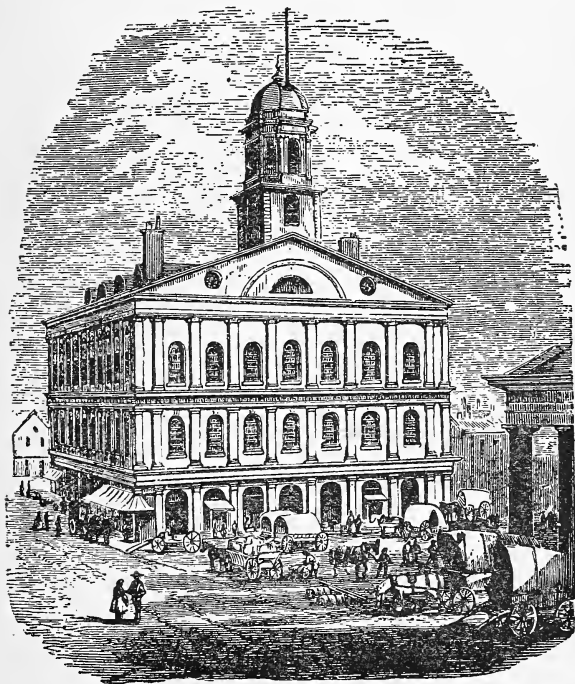
HENRY W. SAVAGE.

FRED. K. M. JONES.

Those desiring to visit Lexington and Concord should take electric cars at Post Office for the Union Station, where trains will afford passage to these historic towns.

Although it is rather late in the season, the trip may be made to Nantasket, the most popular beach resort near Boston, steamers leaving Rowe's Wharf foot of Broad street, and affording a pleasant sail among the islands and fortifications of the harbor.

The South Boston Marine Park and Pier, reached by City Point electrics; Franklin Park, Boston's biggest investment in the way of a resort, the cars for which announce the same; and the Arnold Arboretum at West Roxbury, are points of interest that should not be overlooked.



FANEUIL HALL.

A SKETCH

OF THE

Boston Post Office Clerks' Association.

The Boston Post Office Clerks' Association was organized in September, 1883. The object of the Association has been to secure, in co-operation with associations of other first-class post offices, legislation from Congress for the benefit and relief of post office clerks. The subjects upon which legislation has been urged relate to an increase in compensation, the fixing of eight hours as a day's work, and the granting of an annual vacation of fifteen days, with pay.

At the meeting held in September, 1883, which resulted in the formation of the organization, the following officers were elected: J. J. Prendergast, President; H. F. Hill, Secretary; H. A. Thomas, delegate to the Clerks' convention to be held at Washington. Mr. Thomas continued to be the delegate of the organization until 1886, when he tendered his resignation. Mr. John A. Whalen was chosen to succeed him, and continued to serve in that capacity until 1889. In the latter year Mr. James T. A. Lewis was elected an associate delegate to serve with Mr. Whalen.

For the first five years but little benefit was derived from our agitation other than to compel the attention of the department of Congress to our requests.

In the spring of 1888, Congress passed a bill which went into effect July 1 of that year, classifying the clerks into grades, and increasing their compensation to some extent.

During the first session of the present Congress an act was passed securing to the clerks fifteen days' leave of absence each year, with pay.

When the Association was originally organized, it was as a temporary expedient for the purpose of securing certain specific ends. The organization continued to be of a temporary character

until February, 1890, when it was established on a permanent basis, with Mr. J. J. Prendergast, President; Mr. Simon P. Dillon, Vice-President; and Mr. Horace F. Hill, Secretary and Treasurer. Mr. Hill resigned early in March, 1890, and Mr. James T. A. Lewis was chosen Secretary and Treasurer to fill the unexpired term.

In January, 1889, a call was issued for a conference to consider the advisability of forming a national association of post office clerks. The conference was held in New York City, and the post offices of Boston, New York, Philadelphia and Albany, were represented by about twenty-five delegates. The Boston office was represented by five delegates. As a result of this conference, the National Association of post office clerks was formed at a convention held in Washington, the first Monday in February, 1890, and delegate Little of Kansas City was elected the first president.

At that time there assembled in Washington delegates, representing all the large cities east of the Rockies.

The result of that Convention was three different bills, Salary, Leave of Absence, and Eight Hour Bill. Of the three only one was passed, that being the bill allowing fifteen days' vacation.

The Annual election of the Boston Post Office Clerks' Association was held in January, 1891, and the following officers were elected: S. P. Dillon, President; J. R. Burns, Vice President; W. V. Clark, Secretary, and J. T. A. Lewis, Treasurer. During this year the Benefit Class was formed.

The Benefit Class of the Boston Post Office Clerks' Association was formed for the purpose of assisting financially, any member who, by sickness, is prevented from performing his duty at the Boston Post Office. For, on all such occasions, his pay is stopped until work is resumed. The Benefit Class pays to any member, so unfortunate, the sum of five dollars per week, for not exceeding ten weeks, or fifty dollars, in any one year. And on the death of a member a per capita tax of fifty cents is imposed on all the members. It is not always that the surviving family or friends of our departed associate have the necessary funds on hand to defray the expense always incurred on such sad occasions. And it is those people who can best testify to the worth of this timely aid, coming as it does in the hour of need, without solicitation or formality of any kind.

At the next Convention held in Pittsburgh, Pa., September 8th to the 12th, 1891, the number of delegates and officers represented was larger than ever before. Boston was represented at this Convention by J. T. A. Lewis and H. F. Hill. William K. Osgood of Chicago, Ill., was elected president of the National Association

and Mr. James T. A. Lewis delegate from the Boston office was chosen as treasurer. The deliberations of that convention was the Classification Bill which is now before Congress for consideration.

This Classification Bill is a measure for the common interest and the good of the service, and one that is dear to the hearts of all postal employees. The Bill affects only first-class and second-class offices, and it is for the purpose of fixing the salaries in those offices.

The work in a post office is hard, and the remuneration far less than in any other walk in life where the same ability is required.

At the annual election of the Boston Post Office Clerks' Association held in January, 1892, the following were elected as the officers for the ensuing year: C. J. Ford, President; J. R. Burns, Vice President; Jas. Brady, Secretary; F. P. Proctor, Financial Secretary, and E. H. Thayer, Treasurer.

The third National Convention of Post Office Clerks convened in the city of St. Louis, Mo., Monday, Sept. 12, 1892, and continued in session three days. Boston was represented at this convention by J. F. Coughlan, C. J. Ford, L. J. McGrath. Benj. Parkhurst of Washington, D. C., was elected president for the ensuing year, and J. T. A. Lewis was re-elected treasurer.

This National Convention of Post Office Clerks fairly represented the great unseen part of the mail service. The carrier everybody knows, and all sympathize with the railway mail men, but hidden behind the letter boxes there is an army of which the public knows only the pickets at the stamp and delivery windows.

The next annual election of the Boston Post Office Clerks' Association was held in December, 1892, under the Australian system of voting and the following gentlemen were elected officers: James F. Coughlan, President; J. I. Roe, Vice-President; James Brady, Secretary; Wm. H. McLaughlin, Financial Secretary, and E. H. Thayer, Treasurer.

Mr. McLaughlin resigned his office August 1st, and T. J. Sullivan was elected for the balance of the year.

The fourth national convention was held in Chicago, September 9, 1893, and S. P. Dillon and D. E. O'Brien were chosen to represent Boston. President Parkhurst and Treasurer Lewis were re-elected by the national association.

The work on the classification bill since the last convention has been fruitful of better results than ever before.

Our bill, owing to the great interest taken by Congressmen Dunphy of N. Y., and O'Neil of Mass., has been considered in the House, and has every prospect of becoming a law the coming session.

The present officers of the Boston Association were elected last April at the annual meeting, and the following gentlemen were chosen to represent Boston at the fifth Annual Convention which is to be held in our city week of September 10th, 1894: James F. Coughlan, at large: Stephen E. Lucet, Wm. F. Prendergast, and M. Donnellon.

The committee who have charge of the arrangements for the Convention, have spared neither time nor trouble in order to make their Fifth Annual Convention a credit to the National Association and the city of Boston.

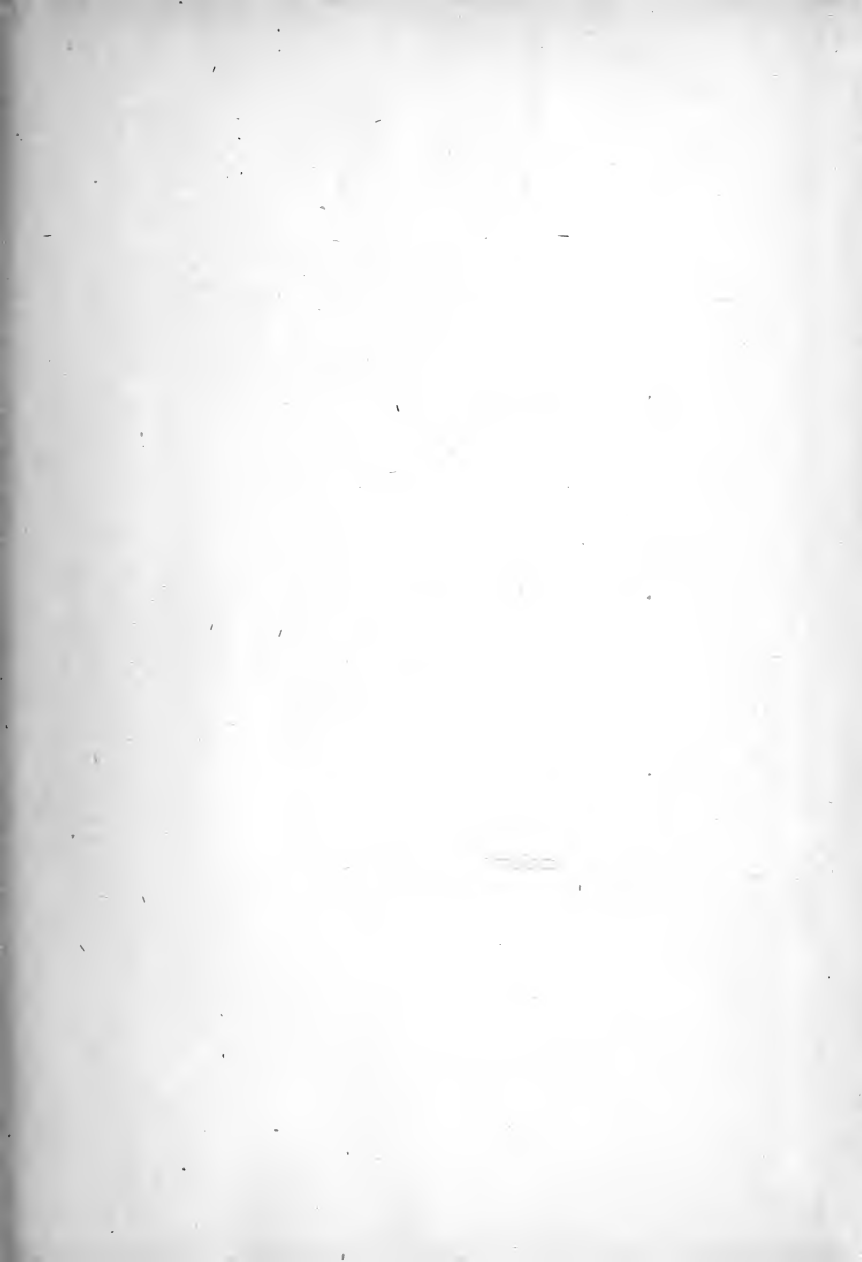
THE POSTAGE STAMP.

The history of the postage stamp begins in Great Britain with the great reform of its system in 1839-40. A postpaid envelope was in common use in Paris in the year 1653. Stamped postal letter paper (*carta postate bollata*) was issued to the public by the government of the Sardinian States in November, 1818, and stamped postal envelopes were issued by the same government from 1820 until 1836. Stamped wrappers for newspapers were made experimental in London by Mr. Chas. Whiting, under the name of "go-frees," in 1830.

Finally, and in its results most important to all, the adhesive stamps were made by Mr. James Chalmers in his printing office at Dundee in 1843. These stamps were printed from ordinary type and made adhesive by a wash of gum. Sir Rowland Hill brought the adhesive stamp under the notice of the commissioners of post office inquiry on Feb. 13, 1837, and through this medium penny postage in England was made possible. The stamps reached America in 1843, being introduced in Brazil. The United States did not adopt them until 1847, but a tentative issue was made by the post office in New York in 1845. An adhesive stamp was also issued in St. Louis in the same year, and in Rhode Island the next.

It was not until 1853 that the admirable improvements of perforating the stamp sheet were introduced in England by the purchase of a perforating machine invented by Mr. Henry Archer. This improvement was rapidly adopted in all countries.







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